

4.1 LAND USE

This section addresses the proposed use of the property in the context of consistency with the land use policies and programs of the City of Burbank. These regulations are designed to ensure that land use development and the continued operations on properties within the City are carried out to the general benefit and well being of the community. The proposed project is reviewed against the City's land use regulations to determine its consistency with adopted City policy documents and ordinances, including the General Plan and Zoning Code. This section also discusses and analyzes potential land use conflicts that could arise from the proposed project in relation to existing uses surrounding the project site.

4.1.1 ENVIRONMENTAL SETTING OF THE PROJECT

Existing Land Uses

Previous Project Site Uses

Prior to the 1900s, land uses in the area were primarily agricultural, including grazing, orange groves, and small farms. Following the construction of the Southern Pacific Railroad, these uses intensified as a result of land speculation and development pressures experienced in areas surrounding Los Angeles. By the early 1900s, land east of the railroad right-of-way was developed for industrial uses, while areas to the south of the railroad right-of-way were generally subdivided and developed into housing tracts.

From 1927-1992, the majority of the project site was used by the Lockheed Corporation to manufacture aircraft and military products. The site was utilized in two portions. The larger, northern portion was referred to as the B-1 site, and the smaller southeast site as B-199, as depicted in Figure 3.2.3. The two sites are divided by the Coast Line of the Union Pacific Railroad. In addition, Lockheed constructed an aircraft landing strip on the B-1 site that was used until the 1940s. In 1992, Lockheed discontinued use of the site and demolished all buildings.

Existing On-Site Uses

The B-1 and B-199 portions of the site are currently vacant except for vapor extraction facilities and activities relating to soil and groundwater remediation that are underway as a result of contamination from prior industrial uses.

The parcels to be acquired for street improvement and realignment of Victory Boulevard fronting on Victory Boulevard, Victory Place, and Burbank Boulevard are occupied by a variety of existing office, service, and commercial uses. There are 11 businesses on eight parcels, including one restaurant, a gas station, a 40,000 square foot office building, and various small commercial service uses. One billboard is on this site.

Surrounding Land Uses

Figure 4.1.1 depicts the land uses surrounding the B-1 and B-199 sites. The two sites are separated by the Coast Line of the Union Pacific Railroad and the Lockheed Channel. The railroad right-of-way provides an approximately 100 foot separation between the B-1 parcel and the residences to the south.

The B-1 site is predominately bounded by the Coast Line of the Union Pacific Railroad on the south (south of the B-1 site), Empire Avenue on the north (north of the B-1 site), Buena Vista Street on the west, and Victory Place on the east. The Golden State Freeway and Valley Line of the Union Pacific Railroad lie further to the east. The surrounding area is composed of a mixture of land uses. Across Empire Avenue are one-story and two-story business office/industrial buildings. A residential neighborhood lies to the north and is separated from the project site by the commercial uses fronting Empire Avenue. Approximately 100 feet south of the B-1 site, across the Union Pacific Railroad (Coast Line) track, is an area of single family residential houses interspersed with multifamily housing. A recreational vehicle storage business and City of Burbank electrical power station lie south of the site, bordering the Lockheed Channel.

The B-199 site is adjacent to residences fronting on Mariposa Street to the west, Victory Place to the east, Victory Boulevard to the southwest, and Burbank Boulevard to the south. The Lockheed Channel crosses through the northeast portion of the B-199 site. The site is adjacent to a single family residential area on the west side, industrial, restaurant, commercial service, and office uses on the east. Commercial/retail uses and industrial uses are to the south, across the Victory Boulevard/Burbank Boulevard intersection.

The area surrounding the realignment of Victory Boulevard is as follows: 1) to the west and north is a residential neighborhood consisting primarily of single family residences with duplexes and other multifamily residential uses fronting Victory Boulevard, and 2) to the east and south are a mixture of commercial service uses, offices, and industrial uses. Frontages along Burbank Boulevard are primarily commercial and service uses.

The former Lockheed Employees Recreational Center lies west of the project site, beyond the industrial uses that front Buena Vista Street, and is depicted in Figure 4.1.1. The Lockheed Corporation donated five acres of the Center to the City of Burbank to become part of the City's park system. Gross Park, as it is now called, includes baseball fields, playground equipment, meeting hall, restrooms, and a parking lot.

The project site is within two nautical miles of the Burbank-Glendale-Pasadena Airport. As such, the project must be analyzed for potential effects from the airport, according to Government Code Section 15154.



12/16/99(BUR730)

Figure 4.1.1



LSA Scale in Feet
0 250 500

Project Area Land Uses

Plans and Regulations

General Plan

The City of Burbank General Plan provides goals, objectives, and policies that guide City decision makers in directing future growth and development. At the heart of the General Plan is the Land Use Element, adopted on May 31, 1988, that regulates the types of use and land use intensity within the City.

The Land Use Element is not a precise plan; rather, its purpose is to indicate the general location of land uses and the interrelationships of various land use patterns.

The general goals of the Land Use Plan are:

- C To promote a balance and functional mix of land uses consistent with community values;
- C To provide for the growth of housing and employment opportunities in keeping with community goals and consistent with planned infrastructure and service capabilities;
- C To reflect the opportunities and constraints affecting land use, identified in the other elements of the General Plan;
- C To reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from flooding and other hazards; and
- C To serve as a guide for public and private investments.

Figure 4.1.2 illustrates the General Plan land use designations for the site and surrounding area. Currently, the project site is designated as "Industrial" (General Manufacturing) in the Land Use Element of the General Plan. The proposed project will require an amendment to the General Plan to accommodate the proposed commercial land uses.

Child Care Insert

General Plan Amendment No. 90-5, addressing Public Open Space and Child Care Facilities, was adopted by the City Council to establish City policy regarding child care shortages in the City of Burbank.¹ This policy indicates that, whenever possible, child care facilities shall be incorporated into industrial or commercial changes in land use. The policy also includes a provision for a "contribution" to the solution to the child

¹ 1990 Amendment to the General Plan Land Use Element, General Plan Amendment No. 90-5, Public Open Space and Child Care Facilities, LUE Page 29: Commercial-Policies.

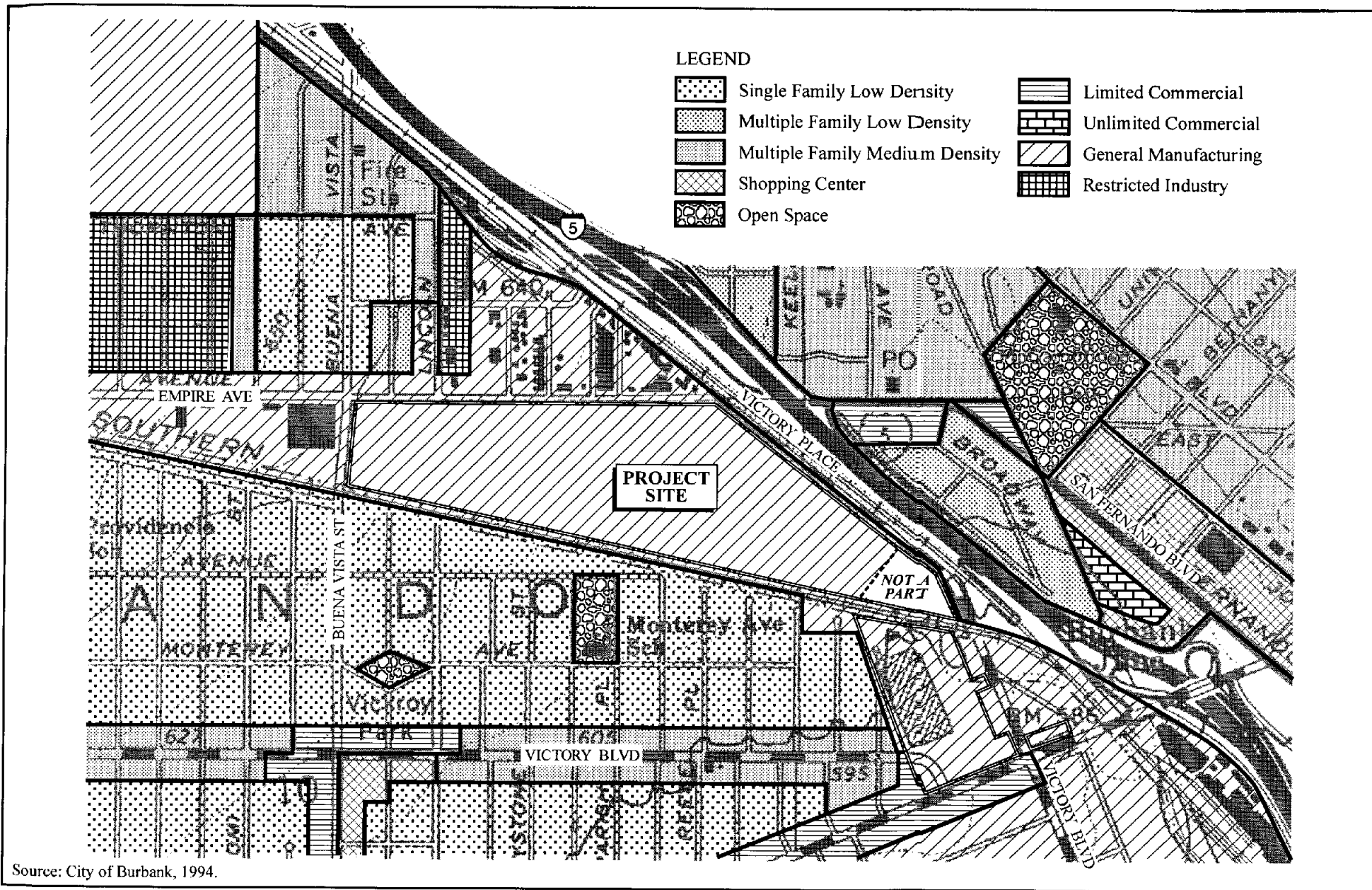


Figure 4.1.2

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LSA

Scale in Feet



General Plan Land Uses

care shortage. This policy applies to the proposed redevelopment of the site. It has been determined that an on-site child care facility will not be provided on the site, due to records of site contamination associated with past industrial land uses on the site. Since it is not practical to locate a child care facility on site, contributions to a child care solution will be substituted, as provided for in City General Plan policies. Therefore, in lieu of establishing an on-site child care facility, the developer will pay the City of Burbank \$100,000 upon opening of the proposed project to satisfy this General Plan policy.

General Plan Amendment No. 90-5 also addresses open space and recreation. The intent of the policy is to obtain additional land for open space and recreation needs. The policy, applicable to the project, is to create open space and/or recreational areas for all large developments and/or changes of use.

The project includes common open space and landscaped amenities, which meet minimum open space requirements, but lack recreational amenities. Therefore, the development may not be consistent with this policy. However, as indicated in Section 4.6, the impact to the City's recreation facilities is considered a significant impact. Mitigation Measure 6.1 is provided to offset this impact. With the addition of this measure, the project will provide on-site recreational facilities for office users, thereby also satisfying the General Plan policy to include recreational facilities within the project.

Zoning Ordinance and Property Zoning

Zoning is the division of a City into districts and the application of development regulations specific to each district. Burbank's Zoning Ordinance and zoning designations of land are the primary tools for implementing the City's General Plan. It is the intent of the City to have the General Plan Land Use Element and the zoning designations be consistent in order to ensure that property owners and residents have a clear understanding as to the uses and intensity allowed on a given piece of property.

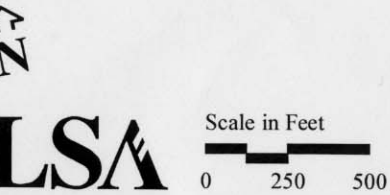
Figure 4.1.3 illustrates the existing zoning designations for the project site and surrounding areas. The B-1 and B-199 portions of the project site and the parcels fronting on Victory Place are currently zoned M-2 (Industrial Zone), with the remainder of the site, parcels front Victory Boulevard and Burbank Boulevard, zoned C-3 (Commercial General Business). The development options proposed are inconsistent with the M-2 zoning, which only allows industrial uses. A zone change is required to accommodate any of the proposed development options on the project site.

Existing zoning designations of property surrounding the project site are generally reflective of the General Plan designations, and are as follows: M-1 and M-2 (Industrial) to the north, R-1 and R-2 (Residential) to the south, M-2 to the east of the B-199 site and C-2 and C-4 south of the B-199 site. All of these surrounding areas have been developed consistent with these zoning designations.



Source: City of Burbank, 1994

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- LEGEND**
- | | |
|---|---|
| R-1 - Single Family Low Density | C-1 - Commercial Retail - Professional |
| R-2 - Two Family Low Density | C-2 - Commercial Limited Business |
| R-3 - Multiple Family Low Density | C-3 - Commercial General Business |
| R-4 - Multiple Family Medium Density | C-4 - Commercial Unlimited Business |
| R-5 - Multiple Family High Density | M-1 - Limited Industrial |
| O-S - Open Space | M-2 - General Industrial |
| PD - Planned Development | |

Figure 4.1.3

Planned Development Regulations

In addition to the General Plan Land Use Element and Zoning Ordinance, the City also uses planned development regulations on significant and large-scale projects to regulate development and to modify development standards. Through a Planned Development Application, a conditional use permit, variance, or administrative use permit, a project proponent could request modifications of the City's Zoning Code requirements and development standards. Requests would typically include modifications of uses permitted, ancillary permitted uses, alterations to signage standards, modifications of height allowed and other design standard modifications.

The project applicant has requested unique development standards, height standards, sign standards, and a specified list of uses to be permitted through the Planned Development Application.

Redevelopment Plan

The entire B-1 and B-199 portion of the site lie within the Golden State Redevelopment Project/Plan area. The remainder of the project site needed for reconfiguration of the Five Points intersection, composed of the parcels fronting Victory Boulevard and Burbank Boulevard, is not located within the Redevelopment Plan area. The Redevelopment Project/Plan area covers the area from the Golden State Freeway west to Vineland Avenue between the Coast Line of the Union Pacific Railroad and Cohasset Street to the north. The primary objectives of the Plan are 1) the elimination and prevention of blight and of prevention of the spread of blight and deterioration, and 2) the conservation, rehabilitation, renewal, and redevelopment of the project area.

The Redevelopment Plan currently identifies the area within the B-1 and B-199 sites as "industrial;" however, certain clauses allow the Redevelopment Agency to permit optional uses if appropriate findings can be made by the Agency in a formal action (page 15, Section 404, Redevelopment Plan for the Golden State Redevelopment Project, January, 1973). Should the Redevelopment Agency act on the project, a finding of consistency would have to be made prior to the action. If no action by the Redevelopment Agency is necessary, such a finding is not required. At this writing, there is no redevelopment action anticipated for the proposed project, and no finding has been made.

City of Burbank Freeway Sign Regulations

Section 31-1011 (Signs Near Freeways) of the City's Zoning Code regulates sign locations. The following code sections apply:

Advertising Signs

No advertising (*billboard*) sign shall be erected or maintained within 660 feet from the edge of the right-of-way of any existing or proposed freeway, or beyond 660 feet from the edge of such right-of-way, if the advertising sign in any manner constitutes a hazard

to vehicular traffic upon a freeway or is designed to be viewed primarily by persons traveling on a freeway.

Other Signs

No other sign shall be erected or maintained within 500 feet from the edge of the right-of-way of an existing or proposed freeway without a permit from the building official.

4.1.2 THRESHOLD OF SIGNIFICANCE CRITERIA

The proposed project will have a significant impact on the environment if any of the following occur:

- C There is a substantial physical effect on the environment or persons occupying nearby property resulting from actions that are inconsistent with established City land use regulations or policies.
- C There is a physical separation of an existing neighborhood or community caused by development of the project.
- C There is a substantial physical conflict between the project and nearby land uses.

4.1.3 IMPACTS - DEVELOPMENT OPTION A

Project impacts are analyzed in this section for two general areas: 1) consistency with City adopted land use regulations, and 2) effects on adjacent properties and residents.

General Plan Goals and Policies

Development Option A is inconsistent with the City's General Plan unless the General Plan is amended. The requested change in the General Plan and zoning designations, if approved, would allow Option A uses. The proposed project would replace a former heavy industrial use allowed under the current zoning regulations and General Plan land use policies. The proposed uses are more compatible with overall City development objectives than an industrial use of the property due to the close proximity to adjacent residential uses. As demonstrated below, the proposed project is consistent with the Burbank General Plan goals and policies of promoting new development to achieve economic objectives. In order to approve an amendment to the General Plan, the City Council would make certain findings regarding the project's consistency with the City's General Plan goals and policies.

In considering project consistency with the General Plan, Development Option A is assessed against the City's adopted goals and policies. As a major redevelopment of currently underutilized property, the project would have certain general economic, employment, and land development benefits. Because of the major investment into the project area's infrastructure and commercial land development base, proposed

Development Option A is considered to be consistent with General Plan programs related to economic development and increased utilization of developable land.

The proposed project promotes the following General Plan goals and policies:

Goals

- C To maintain Burbank's role as a regional employment center.
- C To strengthen Burbank's role as a center of media related industry.
- C To achieve a balance of commercial land use that will provide for retail, professional, and services needs of the City's residents, as well as attracting customers and consumers from the surrounding region.
- C To create and maintain a land use intensity pattern consistent with the capabilities and constraints of the City's street system, sewer and water distribution systems, electrical generation and distribution systems, drainage facilities, and public open space facilities.
- C To achieve and maintain adequate off-street parking for all new development, and to encourage the improvement of off-street parking in existing developed areas.

Policies

- C The recycling of land will be encouraged and facilitated in underutilized or deteriorating areas of the City.
- C The creation of new sites for commercial and industrial development and the provision of additional land to accommodate required expansion of existing businesses will be promoted.
- C Non-conforming, incompatible, or obnoxious land uses will be eliminated.
- C The expansion of employment opportunities in the Community will be encouraged.
- C All new development will provide adequate off-street parking; parking requirements shall be reviewed periodically and amended when necessary to meet identified needs of the community.
- C New development shall have architectural design that is compatible with surrounding properties and that enhances the appearance of Burbank.
- C Building height is limited to an absolute maximum of 70 feet, even with a Conditional Use Permit, except in the City Center Redevelopment Project area, the Golden State Redevelopment Project area, the Media District, and other areas for which there is a Specific Plan.
- C The undergrounding of utilities is mandatory for major projects in the City's three redevelopment project areas.
- C The removal of structurally substandard buildings is required to permit the return of project area land to economic use by new construction with maximum participation by present owners and business tenants.
 - Provide child care facilities on site or contribute to child care solutions. (This is accomplished via an in-lieu fee of \$100,000.)
 - Provide on-site recreational uses (see Mitigation Measure 6.1).

General Plan Land Use Designation and Zoning Designation

Development Option A is currently inconsistent with the "industrial" land use designation in the current General Plan in that specific uses proposed by the project applicant, as reflected in the site plans and development proposal, include: commercial uses, supermarket, drugstore, discount and junior department store, restaurants, general retail, home improvement, home electronics, sporting goods, family entertainment, hotel, office, and parking. An amendment to the General Plan is required to accommodate the commercial, entertainment, and office center. General Plan Amendment (GPA) 97-2 has been filed by the project applicant, requesting redesignation of the project site to the "Commercial" use category. Approval of the GPA 97-2 will allow the project to be built consistent with the City of Burbank General Plan Land Use Element.

Development Option A project converts the General Plan designation from the industrial land use classification to commercial use for the purpose of development of office and commercial retail uses. While this is a large quantity of land, there are several factors to consider in determining whether or not this is a significant change. Since Burbank has a substantial amount of land designated for industrial uses (1,173 acres), reduction of 103 acres due to this project represents less than a ten percent decrease in land planned and zoned industrial citywide. Also, the multiple use "commercial" designation allows many uses also allowed in the industrial zones, including research and development, media companies, post-production activities, and automobile dealerships.

The project is in compliance with the overall goals and policies of the City to provide commercial uses within the City that: 1) provide increased employment; 2) enhance media office space and media support uses; 3) increase the tax base of the City through increased sales tax revenue and increased property tax revenue after development is complete; 4) attract customers and consumers; 5) provide underground utilities compatible with the City's capabilities; 6) provide adequate off-street parking; 7) recycle the land, providing new development on vacant land sites; and 8) are master planned to be compatible within the project and with surrounding uses. Adoption of the submitted amendments will bring Development Option A into compliance with the General Plan, Zoning Ordinance, and Redevelopment Plan. In consideration of the above assessment, no significant adverse environmental impacts are anticipated to result from the development in relationship to the General Plan plans, policies and programs.

Zoning Ordinance, Zoning Map, and Planned Development Regulations

A zone change from M-2 and C-3 to Planned Development (PD No. 97-3) has been applied for by the applicant. This application requests redesignation of the project site to PD, allowing all uses permitted in the C-4 "Commercial Unlimited Business" zone. Uses permitted within the C-4 "Commercial Unlimited Business" include all uses in Development Option A, namely professional office, entertainment office and studio, hotel, retail sales and related service uses, automobile sales, family entertainment, and family recreational uses.

Any potential inconsistency with the City Zoning Ordinance will be rectified by approval of Zoning Amendment 97-3.

The proposed project establishes development standards and regulations for development and operation of commercial and office uses on the subject property. Included in the proposed regulation are some deviations from the City's standards for development that are routinely demanded of projects within standard commercial, office, or industrial zones. The proposed development standards that are unique for this zone are outlined below.

Site Specific Development Standards

Included in PD 97-3 are requests by the project proponent to allow development standards which deviate from routine City of Burbank Zoning Code requirements, as discussed in Section 3.3.2. These include:

- C Exceedance of structure height standards for the office portion of the project site. The Zoning Ordinance contains "stair-step" height provisions which states buildings can be no higher than 35 feet if within 150 feet of a single-family residential zone, and no higher than 50 feet if located from 150 to 300 feet from a single-family residential zone. Buildings can attain the maximum height allowed of 70 feet only when they are 300 feet or more from a single-family residential zone. Approval of structures greater than 70 feet may be granted only through a Conditional Use Permit or approved planned development. The project proposes office buildings 70 feet in height, and up to 100 feet in height if located 500 feet or more from a single-family residential zone.
- C Height standards for pylon signage along Victory Place would exceed the 25 foot maximum allowed by code, but would be below 50 feet in height.
- C Maximum square footage for signage would be exceeded. As part of the Planned Development regulations, a Master Sign Program will be prepared and adopted, providing for signs that exceed the maximum square footage (540) currently allowed per building frontage. Proposed signage is as follows:
 - One multi-tenant freeway pylon sign (five tenants) not to exceed 100 feet in height.
 - Three multi-tenant freeway pylon signs (five tenants each) not to exceed 80 feet in height.
 - One multi-tenant freeway pylon sign with electronic reader board, which will comply with Caltrans requirements, the sign will have shared signs for both B-1 and B-199 sites and will not exceed 100 feet in height, respectively.
 - Two single or multi-tenant pylon signs for B-199 site not to exceed 60 feet and 40 feet in height.
 - One single or multi-tenant entrance pylon sign not to exceed 60 feet in height.
 - Each tenant to be allowed 1.5 s.f. of sign area for each lineal foot of building frontage to which the sign is attached. This allowance is in addition to any approved freestanding signage.
 - Freestanding sign to be allowed up to a maximum of 800 s.f. of sign area per side.

- Additional ground signs identifying the business or name of the occupant may be provided as per code, not to exceed 100 s.f. in area and 10 feet in height.

Requested Conditional Uses

The applicant has included a request for consideration of the following uses, which are normally allowed by the City under a Conditional Use Permit, to be allowed within PD 97-3:

- C Conditional use provision to serve alcohol at up to seven restaurants.
- C Conditional use provision to sell packaged alcohol at up to six retail establishments.
- C Conditional use provision for up to six drive-through fast food restaurants, with up to three operating 24 hours a day.
- C Conditional use provision for up to four additional non-restaurant drive through uses.
- C Conditional use provision for shared parking between the various on-site land uses.
- C Conditional use provision for one car wash on the B-1 site.

Approval of the deviations from the Zoning Ordinance and granting of conditional uses, as requested, provides a comprehensive land use control mechanism for the City to limit uses allowed within the project to those that implement the City's General Plan and provide compatible uses on the property, consistent with City land use objectives for the property. Because the development regulations proposed for the project are tailored to the proposal, there is no potential conflict of the proposed plan with City development regulations. Therefore, no significant impact is anticipated in relation to City adopted land use zoning codes and programs.

Redevelopment Plan

The Golden State Redevelopment Plan allows for land uses proposed as part of Development Option A only if findings in support of the project are made by the Redevelopment Agency. Approval of the General Plan and Zoning amendments analyzed above would bring this development option into compliance with the City's goals and policies, which also provides consistency with objective of the Redevelopment Plan, to encourage economic development and job creation and thereby increase economic vitality. The proposed project would create a variety of commercial and employment opportunities for the City of Burbank to increase the economic vitality of the area, utilizing an underdeveloped parcel in the Golden State Redevelopment Project Area. Because of the major investment into the project area's infrastructure and commercial land development base, Development Option A is considered to be consistent with General Plan programs related to economic development and increased

utilization of underutilized land. Development Option A is in compliance with the overall goals and policies of the City, as reflected in the General Plan, and is consistent with Redevelopment Plan objectives to provide uses within the City that: 1) provide increased employment; 2) enhance media office space and media support uses; 3) increase the tax base of the City through increased sales tax revenue and increased property tax revenue after development is complete; 4) attract customers and consumers; 5) provide underground utilities within the City's capacity; 6) provide adequate off-street parking; 7) recycle the land, providing new development on vacant land sites; and 8) are master planned to be compatible with surrounding uses. Development Option A would create a variety of commercial uses for the City of Burbank to increase the economic vitality of the area by utilizing an underdeveloped parcel in the Golden State Redevelopment Project Area, consistent with the above Redevelopment Plan goals and objectives.

Effects on Adjacent Properties and Residents

Effects of Development Option A on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of the physical arrangement of an established community. Land use compatibility and operational conflicts are considered significant if they will lead to physical impacts on nearby properties or persons living or working in the area. Such incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, odor, or substantial incongruity and conflict (physical and visual) with the adjacent land use.

The area within one-quarter mile of the project site was analyzed for potential effects on nearby uses. A study area radius of one-quarter mile from the boundary of the project was chosen because it represents the maximum extent that traffic, noise, air quality, and lighting/aesthetics could sufficiently affect persons and property, and possibly cause measurable physical effects. Due to the flat terrain and the urban development surrounding the project site, properties farther than one-quarter mile would not be able to view the site, or otherwise be affected by the uses proposed on the site. These issues are addressed in the following analysis.

Land Use Compatibility

As can be seen in Figure 4.1.4 (Surrounding Land Uses), the project site is within a well established and extensive commercial/industrial corridor on both sides of the Golden State Freeway. These uses have evolved together to form the current pattern of zoning and land use since they were originally developed in the mid-1920s through 1940s, and the high growth years following World War II. Development Option A uses are similar to the uses on both sides of the freeway within this corridor.

The requested change in the General Plan and zoning to commercial use for the property is consistent with the pattern of land uses within the Golden State Freeway industrial/commercial corridor and the commercial uses radiating from the freeway corridor, out along major arterial roadways such as Burbank Boulevard, Victory Boulevard, and Empire Avenue, among others. Development Option A is a logical

extension of the established land use patterns with the long-established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. The transition from defense related manufacturing to freeway oriented commercial and office uses provides a transition from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery, to “cleaner” less intensive uses.

The site development standards included in PD No. 97-3 were examined for potential effect on adjacent uses. Signs ranging from 40 feet up to 100 feet in height, primarily placed along Victory Place (one sign of 60 feet is proposed for the hotels opposite Valpreda Street) will have minimal effect on residential uses due to the large distance of sensitive residential areas from these signs to the nearest non-commercial residential uses, that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 100 feet in height) and electronically lighted reader board sign being proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. Because the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional shop signs proposed for the building fronts will have little



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Figure 4.1.4



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Scale in Feet

0 1000 2000

Surrounding Land Uses

impact on adjacent residences, as these will be oriented away from neighboring residential uses towards transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

The increased building heights of the office buildings and parking structure on the west end of the project site will make the structures more visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. The visual change resulting from Development Option A is considered insignificant after mitigation, as discussed in Section 4.10, Aesthetics. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. Please see Section 4.10, Aesthetics, for more discussion of visual, aesthetic, and lighting impacts. Visual and light and glare impacts to properties adjacent to the B-199 site retail center will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences in the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection.

The commercial, office, and retail development on the B-1 portion of the property is physically separated from residences to the south by the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. Most importantly, the spatial separation between the project and residences north, east, and west is considerable (300 feet minimally). This spatial separation reduces effects on these residences and their occupants. The separation of the B-1 portion of the site from residences to the south, across the railroad line, provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, the proposed project will not have a significant detrimental effect on adjacent uses and residents. In addition, compared with the alternative of developing the site for industrial purposes, i.e., the current zoning and General Plan designations of the property, potential land use conflicts are much less with the proposed project. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and there is no residential displacement or new development that would be between residences in the same neighborhood, the project will not provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with project activities. As depicted in Figures 4.1.1, 4.1.3, and 4.1.4, there is a substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the proposed project and 500 feet from the less active office component (less active in the daytime and generally closed at night

and on weekends). Intrusion of project traffic cutting through this neighborhood would be a problem that could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the proposed project site by existing intervening uses, there will be no significant visual impact, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As can be seen in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Operation of Development Option A will result in a potentially significant noise impact due to noise generated on site related to back-of-house loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to a level below significance with implementation of mitigation, as described in detail in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of commercial uses within 100 feet of residences would have noticeable noise affecting these residents even after mitigation.

Development Option A will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of the proposed project, visual impacts will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

The realignment of Victory Boulevard and relocation of 13 businesses and one billboard from the expanded project site south of the B-199 site will replace older businesses with similar new businesses in a master planned development. The displaced businesses are commercial, service, restaurant, and office uses. The new businesses in Development Option A at the realigned Five Points intersection are proposed to be restaurant and commercial/service businesses, within the master planned neighborhood commercial center. Because the center has a master planned and integrated design approach, land use compatibility with on-site commercial uses is ensured. The proposed frontage along Burbank Boulevard is directly across the street from an older commercial/service commercial strip land use pattern that was not master planned. These uses and a strip mall at the corner of Burbank Boulevard and Victory Place represent a mix of older structures developed in a non-integrated manner. The proposed project will open up views at this new intersection and will provide an integrated master planned development that is internally integrated. This development will provide more uniform, if not newer, uses that are compatible with these existing uses. The realigned Victory Boulevard will provide a visual break from properties west along Victory Boulevard, cutting views into the heavily traveled and highly commercial Five Points Intersection. This will benefit the neighborhood to the west, while still allowing vehicle access to the east, through a new Victory Boulevard/Burbank Boulevard intersection. There will be no separation of

existing communities or neighborhoods as a result of the reconfiguration of this intersection and proposed commercial retail center at the B-199 subarea site.

Similar to the analysis above for the Five Points intersection realignment, the Empire Avenue interchange is proposed on the edge of the proposed development along the current alignment of Empire Avenue, with an encroachment onto the property west of the intersection of Empire Avenue and Victory Place. The Empire Avenue interchange project is a separate project, the Lead Agency being Caltrans. The proposed Empire Center development project does not encroach on the proposed Empire interchange project and, therefore, does not impact the roadway project's feasibility or operation.

As can be seen in the aerial photo in Figure 4.1.1, the closest residential neighborhood is to the west on both sides of Victory Boulevard. This adjacent neighborhood area will remain intact and undivided after project completion. The residences fronting on Mariposa Street will have backyards bordering the shopping center. Some residences on the northern end of Mariposa would face the rear of the neighborhood commercial center across Mariposa. These residences on both sides of Mariposa would be most affected by development of the B-199 site. As part of the PD requirements, however, a block wall and building setback of ten feet are required adjacent to these residences. The intent of the block wall [required to be eight feet in height to mitigate noise impacts (see Section 4.9, Noise).] and building setback requirements is to provide a buffer between potentially incompatible uses. The physical separation of activities provided by the setback and the noise and visual obstruction provided by the block wall lessen the intrusion of commercial activities, and the perception of these activities, into the neighborhood. Even with these mitigating factors, the B-199 property, which is vacant and devoid of any activity or structure, would be developed with a commercial shopping center with loading activities, refuse removal activities, employee and customer activity, and commercial structures that will be apparent over the block wall. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to the commercial shopping center as an abrupt change in land use, demarking the boundary of the neighborhood. Regardless of the abrupt boundary, because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

On-Site Uses

Development Option A would allow uses and operations allowed within the "commercial" land uses designation, including a neighborhood shopping center, retail, office, hotel, car wash, automobile sales, and parking uses. The neighborhood shopping center is proposed to consist of approximately 130,788 square feet of commercial and retail uses and a substantial parking lot (lighted for security purposes) located on the B-199 portion of the project site, and is proposed to be designed as an integrated shopping center. The B-1 portion of the project site is divided into 662,236 square feet of retail uses, 1,057,800 square feet of office and hotel uses, and 130,700 square feet of fast food/restaurant within a master planned site that separates uses into planning areas. The retail/potential auto sales/commercial uses will be constructed with surface parking, which will meet demand for parking. The office and hotel uses will be constructed with associated structures to provide the parking required for these uses, separate from the retail parking.

The proposed land uses are compatible with one another in this Master Plan approach with the plan providing for some separation of uses and parking. There will be a distinct identity created for each of the retail centers and for the "campus" of office uses. The creation of distinct activity centers with strong identities is a positive site planning approach that contributes to internal project consistency and an overall "master planned" appearance to the project. This also leads to visual compatibility within the "centers" of activity.

The B-199 site neighborhood shopping center's retail commercial uses lie adjacent to other retail uses and back up to an existing residential tract to the east. The neighborhood shopping center is separated from the other proposed uses by the Union Pacific Railroad, and thus the center functions independently and is considered to be an integrated activity center of its own. The proposed neighborhood center is designed as an integrated activity center with consistent design throughout, in a master planned approach. Because of its integrated design, planned master circulation, and parking system and its internally compatible uses, the on-site uses are considered to be compatible with one another.

There is a potential conflict between on-site proposed uses and utility and infrastructure facilities. The VES plant is not a part of the development proposal, and may remain functioning for several years (as many as six years). The potential conflicts are minor because the facility is separated from the balance of the project by an opaque fence; however, the approximately ten acre VES underground system will remain. There are existing easements on the site that protect underground infrastructure such as drainage facilities, water extraction wells, monitoring devices, electrical distribution lines, and the vapor extraction system. These underground facilities will need to be protected with easements. As part of the project, additional underground facilities will be constructed that will need permanent access and protection from placement of structures or other site improvements. Potential impacts could occur if any of these facilities are damaged during construction or trenching for utilities, or access cannot be obtained to repair or maintain the facility. In order to avoid these potential conflicts, easements are to be included on the parcel map and all development plans to be reviewed prior to issuance of building permits. Key provisions to be included are as follows:

All existing easements for PSD-electrical facilities will be maintained, including but not limited to

- A. Lincoln Street extended between N/O SPRR and Empire Avenue.
- B. Water extraction wells for Lockheed-Martin.
- C. Vapor extraction system (VES) for Lockheed-Martin. A new easement shall be recorded, with final approval of the Parcel Map, for the proposed 34.5/12.47 kV electrical substation, including on-site underground line getaways (high and low sides) and 20 foot access roads adjacent to the substation. New easements for underground distribution lines (not in public streets or rights-of-way) from the substation to padmount switches throughout the project site, including padmounted switches, before the construction permit is issued.

Airport Land Use Compatibility

The project site is located to the southeast of the Burbank-Glendale-Pasadena Airport and is less than one mile from the airport. In the Final Environmental Impact Statement for the Burbank-Glendale-Pasadena Airport Land Acquisition and Replacement Terminal Project (September, 1995), a land use compatibility analysis was conducted. The analysis focused on the proposed airport project and its consistency with adjacent land use plans, including the City of Burbank General Plan Land Use Element (adopted in 1988). The Final EIS concluded that planned land uses in the Land Use Element are considered compatible with the airport and would remain compatible with the proposed airport expansion.

The project site is not within the 65 dBA CNEL noise contour of the airport. The north-south runways are the most heavily used and would remain the primary runways with the expansion of the airport. Since the project site is located southeast of the airport runways, aircraft noise contributes to ambient noise in the project area and does not significantly affect the project site. According to the Final Environmental Impact Statement (1995), both the existing (year 1990) and projected (year 2010) noise contours for the 65 CNEL noise exposure are primarily between Clybourn Avenue and Hollywood Way (Exhibit 5-3, Burbank-Glendale-Pasadena Airport Land Acquisition and Terminal Expansion Final EIS, September, 1995). The western boundary of the B-1 site is approximately 1,000 feet from the 65 CNEL noise contour. Given that the project site is not located within the existing or proposed 65 CNEL noise exposure contours, this indicates that the project site is not within an area that would be significantly affected by airport operation/noise.

4.1.4 MITIGATION MEASURES - DEVELOPMENT OPTION A

Because there are no significant impacts related to land use, there are no proposed mitigation measures.

4.1.5 CUMULATIVE IMPACTS - DEVELOPMENT OPTION A

Cumulative effects from project parking lot lighting, security lighting, and general/commercial activity, including trash collection, parking, and loading activity, will affect adjacent uses. Three major projects in the surrounding one-half mile could combine to affect land use cumulative impacts for land uses between them. These three projects are: 1) the Burbank-Glendale-Pasadena Airport expansion; 2) the Burbank Entertainment Center across the I-5 freeway; and 3) the Zero Manufacturing Site/Ford Land Company proposal for an auto dealership on the southeast corner of Burbank Boulevard and Victory Boulevard. The City has determined that a large-scale project could have a potential cumulative effect, in combination with other large-scale projects, if the area of potential effect overlaps. One-quarter mile from each use is considered to be the area of influence of the proposed land use changes that may have a combined impact that could affect land use. In the area of the project site, the terrain is flat, except for the features of the freeway and freeway overpass. Given this flat terrain, uses are essentially isolated by the built environment from sites more than one-quarter mile away. Noise, light, and air quality effects are non-existence at a farther distance.

Mitigation is proposed to reduce cumulative traffic, noise, and visual impacts (see applicable sections in this EIR) to adjacent land uses to below a level of significance and these effects do not lead to significant long-term cumulative impacts.

The combination impacts of Development Option A, the expansion of the airport, and the Entertainment Village will not produce cumulative impacts due to the physical separation of the projects from one another. The Zero Manufacturing/Ford site will be visible from the project site, but will not be directly adjacent. The Burbank Airport project will not be visible from the project site, and will not contribute to the perception of any change in land use. Likewise, the Burbank Entertainment Village is separated from the site, and from other projects, by the freeway. Therefore, land use effects will not be noticeable nor will land use effects be significant.

Development Option A is consistent with the general development pattern along the Golden State Freeway Corridor. Furthermore, Development Option A does not separate or physically divide any existing neighborhood or identified community. Because Development Option A is planned within a built out urban area within the Golden State Freeway Corridor, the cumulative effects of the development with other medium or large-scale projects and other probable projects in the area would be less than significant (see aerial photo in Figure 4.1.1). Therefore, a significant adverse cumulative land use impact would not result from implementation of Development Option A.

4.1.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION A

No significant impacts to land use are anticipated; therefore, mitigation is not required. Development Option A will not result in any significant unavoidable adverse impacts to land use.

4.1.7 IMPACTS - DEVELOPMENT OPTION D1-A

Compared to Development Option A, Development Option D1-A replaces the commercial center on development site B-199 with an auto dealership, and would include a dealership at the Victory Place frontage on the B-1 development site. Development Option D1-A is fully described in Section 3.3.1 of this EIR. Uses include a retail center, up to two hotels, an office center, and auto sales. Several important aspects of this development option remain the same as Option A, including: 1) the separation of project uses on the northern side of the railroad tracks from the residential neighborhood to the south; 2) the graduated height of structures farther from these residences; and 3) the building setback and block wall required between the B-199 development parcel and the residential properties on Mariposa Street. Site layout is roughly the same as with Option D-1B.

Project impacts are analyzed in this section for two general areas: 1) consistency with City adopted land use regulations, and 2) effects on adjacent properties and residents.

City of Burbank Land Use Regulations

As with Development Option A, Development Option D1-A would require a General Plan Amendment. The proposed uses are more compatible with overall City development objectives than an industrial use of the property due to the close proximity to adjacent residential uses. In order to approve an amendment to the General Plan, the City Council would make certain findings regarding the project's consistency with the City's General Plan goals and policies.

Because of the major investment into the project area's infrastructure and commercial land development base, proposed Development Option D1-A is considered to be consistent with General Plan programs related to economic development and increased utilization of developable land. The proposed project is consistent with the Burbank General Plan goals and policies of promoting new development to achieve economic objectives. In particular, Development Option D1-A provides an in-fill development on currently undeveloped property providing 3,382 jobs in a master planned development that will provide retail sales and economic activities beneficial to the community, as reflected in the listing of General Plan goals and policies in section 4.1.4, above. This development option will maintain Burbank's employment base, while maintaining a balance of commercial land uses. This development option will be served with the appropriate infrastructure, as conditioned, for the planned land use intensity, as demonstrated in the balance of the sections of this EIR (see Sections 4.4, 4.5 and 4.7, which deal with public services, utilities, and traffic infrastructure needs for development of the site with commercial, office, and studio uses). Development Option D1-A is consistent with the development pattern established in the Golden State Freeway corridor, similar to Option A, analyzed above.

Development Option D1-A is also consistent with the following General Plan policies (listed in Section 4.1.3): Option D1-A recycles underutilized land, Option D1-A creates a new site for commercial development, Option D1-A provides expansion of employment, Option D1-A provides adequate parking to meet demand as required by the Zoning Ordinance, Option D1-A provides an architectural style compatible with surrounding development, Option D1-A complies with City height regulations, Option D1-A provides underground utilities, and Option D1-A provides new development on a vacant property and returns the property to economic use.

General Plan Land Use Designation And Zoning Map Designation

An amendment to the General Plan is required to accommodate the commercial, entertainment, auto sales, hotel, and office center. General Plan Amendment (GPA) 97-2 has been filed by the project applicant, requesting redesignation of the project site to the "Commercial" use category, which will allow the uses in Development Option D1-A. Approval of the GPA 97-2 will allow the project to be built consistent with the City of Burbank General Plan Land Use Element. Likewise, a zone change has been requested by the applicant to change the site's zoning to PD, allowing the commercial uses outlined in the project description.

Zoning Ordinance and PD Regulations

As with Development Option A, analyzed above in Section 4.1.4, approval by the City Council of the requested change of zoning from M-2 and C-3 to PD No. 97-3 will bring

the proposed project into compliance with the City's zoning ordinance. Option D1-A has been designed to comply with all of the provisions establishing the PD zoning. The PD zoning designation establishes development standards that are unique to the property and are reflective of the master planned approach of the project. The same design standards would be utilized for this development option as are attached to Development Option A, namely: unique height limits to accommodate the project for the structures over 70 feet; unique sign height limits to accommodate freeway oriented signage for the auto dealerships and retail uses; exceedance of signage square footage to accommodate a unique master sign program for the site, due to the relatively large scale of the project; allowance of an electronic readerboard sign to accommodate auto dealership needs for freeway oriented advertising; and several uses unique to the site that would normally require a Conditional Use Permit (restaurant alcoholic beverage sales, retail alcoholic beverage sales, drive through restaurants, shared parking between uses on the site, and a car wash associated with auto sales uses). Should the City Council approve the PD regulations, each of the development options, including Option D1-A, would be consistent with the requirements of the City's Zoning Code.

Redevelopment Plan

The Golden State Redevelopment Plan allows for land uses proposed as part of Development Option D1-A, with a finding made by the Redevelopment Agency. As with Option A and D1-B, the proposed uses of Option D1-A will provide many of the economic development benefits central to the mission of the Redevelopment Plan. Approval of the General Plan and Zoning amendments analyzed above would bring this development option into compliance with the City's goals and policies, and the primary objective of the Redevelopment Plan, to encourage economic development and job creation, thereby increasing economic vitality. Because of the major investment into the project area's infrastructure and commercial land development base, Development Option D1-A is considered to be consistent with General Plan programs related to economic development and increased utilization of underutilized land. Development Option D1-A is in compliance with the overall goals and policies of the City, as reflected in the General Plan and Redevelopment Plan, to provide commercial uses within the City that: 1) provide increased employment; 2) enhance media office space and media support uses; 3) increase the tax base of the City through increased sales tax revenue and increased property tax revenue after development is complete; 4) attract customers and consumers; 5) provide underground utilities within the City's capacity; 6) provide adequate off-street parking; 7) recycle the land, providing new development on vacant land sites; and 8) are master planned to be compatible with surrounding uses. Development Option D1-A would create a variety of commercial uses for the City of Burbank to increase the economic vitality of the area, utilizing an underdeveloped parcel in the Golden State Redevelopment Project Area and, as such, is consistent with the Redevelopment Plan.

Effects on Adjacent Properties And Residents

The following issues are addressed in this section: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of the physical arrangement of an established community. Land use compatibility and operational conflicts are considered

significant if they will lead to physical impacts on nearby properties or persons living or working in the area. Such incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, and odor, or substantial incongruity and conflict (physical and visual) with the adjacent land use.

Land Use Compatibility

Development of Option D1-A would be consistent with the development which has occurred within the Golden State Freeway commercial corridor. Development of similar scale of structures and similar uses within this corridor will continue to provide a mix of uses that is currently experienced on Burbank Boulevard, San Fernando Boulevard, and throughout the downtown area. Because similar development patterns already exist on both sides of the Golden State Freeway, as can be seen by reviewing Figure 4.1.4, development of Option D1-A will not introduce a new land use that is not already like other nearby uses. Because of their similarity, they are considered to be generally compatible with each other and, because of site planning controls in the proposed PD regulations, development will occur in a master planned approach consistent with City development standards designed to be protective of, and consistent with, surrounding development. Landscape setbacks, stair-stepped building height limits, and separation of uses will ensure compatibility with adjacent uses. Commercial, office, and retail development on the B-1 portion of the property is physically separated from residences to the south by the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts with residential uses to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. Most important, the spatial separation between the project and residences north, east, and west is considerable (300 feet minimally). This spatial separation reduces effects on these residences and their occupants. The approximately 100 foot separation of the B-1 portion of the site from residences to the south, across the railroad line, provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, the proposed project will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and there is no residential displacement or new development that would be between residences in the same neighborhood, Development Option D1-A will not provide a new separation between any neighborhood or community.

Uses to the North

Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with project activities. As depicted in Figures 4.1.1, 4.1.3, and 4.1.4, there is a substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 1,000 feet from the commercial and auto sales components of Option D1-A are 500 feet from the less active office component (less active in the daytime and generally closed at night and on weekends). As with Option A, analyzed above, Option D1-A will not have significant noise, visual, or traffic intrusion (after mitigation) into the

neighborhoods to the north; therefore, there will be limited impacts to residences and/or commercial uses to the north.

Residential Uses to the South of B-1 and West of B-199

The development and operation of Option D1-A will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects, and visibility of the proposed project, visual impacts will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. This residential neighborhood will remain intact and undivided after project completion.

The two residences fronting on the east side of Mariposa Street and the seven residences at the northern portion of Griffith Park Street will have backyards bordering a 12 acre auto center on the B-199 site, with car sales and related service uses adjacent to their property lines in a maximum 150,000 square foot building area. The seven residences on the west side of Mariposa at the northern end of the street would also face the rear of the auto sales center across the street right-of-way. These residences on both sides of Mariposa and the northern end of Griffith Park Street would be most affected by development of the B-199 site as an auto dealership. The side yards of the residences at the north end of Griffith Park Street will also face the auto dealership and related uses on the B-1 site. The B-1 site is located across the railroad right-of-way and Lockheed Channel approximately 100 feet from the neighborhood, and the greater distance will result in reduced off-site land use impacts.

The auto service use is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings.

As part of the PD requirements, a block wall and building setback of 20 feet is required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall (required to be eight feet in height) and building setback requirements is to provide a buffer between potentially incompatible uses. The construction of the primary structure(s) at a minimum setback of 20 feet will provide a bank of buildings parallel to the rear yards of the homes on Mariposa Street, which will also act to absorb sounds from the display lot portion of the site. The physical separation of activities provided by the setback and the noise and visual obstruction provided by the block wall and building mass will lessen the perceived intrusion of auto sales/commercial activities into the neighborhood. The maximum building envelope for the auto dealership is proposed to stair-step back from the residential neighborhood, with a 20 foot maximum height at 20 feet from the rear property line, 25 foot maximum height at a 25 foot setback, 35 foot height limit at a 50 foot setback, 50 foot height limit at a 150 foot setback, and a 70 foot height limit at 300 feet back from the property line adjoining the residential neighborhood. Dealership noise impacts will be limited by the fact that loudspeaker paging will not be utilized outside, and loading and unloading of vehicles will be performed during normal business hours. Also, the car wash and service facilities will be

oriented away from the adjacent residences to minimize noise impacts. While vehicle display areas will be brightly lit, the setback area between the buildings and the residential areas will be limited to security lighting ranging from 1 to 5 foot candles, with shields directing illumination away from adjacent properties. Visual impacts, including light and glare, are further addressed in Section 4.10.

Development of the B-199 property, which is vacant at this time, will be affected as follows: loading activities, refuse removal activities, employee and customer activity, and commercial structures that will be apparent over the block wall. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to an auto sales and repair use as an abrupt change in the land use boundary between the neighborhood and the auto dealership. Because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

Development of the B-1 property, vacant at this time, will affect surrounding properties as follows: visual and noise impacts related to parking structures, loading activities, refuse removal activities, and employee and customer activity. The residents south of the B-1 property enjoy a greater physical separation from the project site as a result of the railroad right-of-way (approximately 100 feet); therefore, many of these impacts will be reduced over the greater distance to sensitive receptors. Visual impacts, particularly light and glare, are addressed in Section 4.10, Aesthetics.

On-Site Uses

The proposed land uses are compatible with one another in this Master Plan approach with the plan providing for some separation of uses and parking. There will be a distinct identity created for each of the retail centers and for the "campus" of office uses. Because of the separation of uses into distinct planning units and their separation into clusters (e.g. auto sales, retail, office, hotel and office), the planning unit clusters are designed to be compatible with one another. The creation of distinct activity centers with strong identities is a positive site planning approach that contributes to internal project consistency and an overall "master planned" appearance to the project. This also leads to visual compatibility within the "centers" of activity. The master planned approach also provides the project with an on-site circulation system that flows and provides parking in close proximity to each of the cluster of uses. This further ensures overall project traffic circulation and the operation of a project, which is viewed as a planned unit and is internally compatible. Because of its integrated design, planned master circulation, "clustered development" and integrated parking system, the on-site uses are considered to be compatible with one another.

Airport Land Use Compatibility

Airport land use compatibility would remain the same for Development Option D1-A as for Development Option A.

4.1.8 MITIGATION MEASURES - DEVELOPMENT OPTION D1-A

No significant impacts to land use are anticipated; therefore, mitigation is not required.

4.1.9 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-A

Cumulative effects from project parking lot lighting, security lighting, and general/commercial activity, including trash collection, parking, and loading activity, will affect adjacent uses. Three major projects in the surrounding one-half mile (considered to be the area of influence of the proposed land use changes that may have a visual, air quality, or noise impact that could affect land use) could combine to affect land use cumulative impacts. These three projects are: 1) the Burbank Airport expansion; 2) the Burbank Entertainment Center across the I-5 freeway; and 3) the Zero Manufacturing Site/Ford Land Company proposal for an auto dealership on the southeast corner of Burbank Boulevard and Victory Boulevard. Mitigation is proposed to reduce cumulative traffic, noise, and visual impacts (see applicable sections in this EIR) to adjacent land uses to below a level of significance, and these effects do not lead to significant long-term cumulative impacts.

The combination of impacts of Development Option D1-A, the expansion of the airport, and the Entertainment Village will not produce cumulative impacts, due to the physical separation of the projects from one another. The Zero Manufacturing/Ford site will be visible from the project site, but will not be directly adjacent. The Burbank-Glendale-Pasadena Airport project will not be visible from the project site, and will not contribute to the perception of any change in land use. Likewise, the Burbank Entertainment Village is separated from the site, and from other projects, by the freeway. Therefore, land use effects will not be noticeable or significant.

Development Option D1-A, is consistent with the general development pattern along the Golden State Freeway Corridor. Furthermore, Development Option D1-A does not separate or physically divide any existing neighborhood or identified community. Because Development Option D1-A is planned in a built out urban area within the Golden State Freeway Corridor, the cumulative effects of the development with other medium or large-scale projects and other probable projects in the area would be less than significant (see aerial photo in Figure 4.1.1). Therefore, a significant adverse cumulative land use impact would not result from implementation of Development Option D1-A.

4.1.10 LEVEL OF SIGNIFICANCE -DEVELOPMENT OPTION D1-A

Development Option D1-A will not result in any significant unavoidable adverse impacts to land use.

4.1.11 IMPACTS - DEVELOPMENT OPTION D1-B

Compared to Development Option A, Development Option D1-B replaces the neighborhood commercial center on development site B-199 with an auto dealership, and would include a dealership at the Victoria Place frontage on the B-1 development site, while removing some of the office and retail square footage and moving the retail portion westward. In addition, Development Option D1-B includes studio uses on the far western portion of the B-1 development site, at the corner of Empire Avenue and Buena Vista Street, of approximately 300,560 square feet. Office uses are minimal in this

option, with only 110,000 square feet. The hotel use remains in this option, as does the large regionally oriented retail uses, comprising approximately 600,000 square feet. Several important aspects of this development option remain the same as Option A and D1-A relating to land use, including: 1) the separation of project uses on the northern side of the railroad tracks from the residential neighborhood to the south; 2) the graduated height of structures farther from these residences; and 3) the building setback and block wall required between the B-199 development parcel and the residential properties on Mariposa Street.

Project impacts are analyzed in this section for two general areas: 1) consistency with City adopted land use regulations, and 2) effects on adjacent properties and residents.

City of Burbank Land Use Regulations

As with Development Option A, Development Option D1-B would require a General Plan Amendment. The proposed uses are more compatible with overall City development objectives than an industrial use of the property due to the close proximity to adjacent residential uses, which are located approximately 100 feet to the south. As demonstrated below, the proposed project is consistent with the Burbank General Plan goals and policies of promoting new development to achieve economic objectives. In order to approve an amendment to the General Plan, the City Council would make certain findings regarding the project's consistency with the City's General Plan goals and policies.

Because of the major investment into the project area's infrastructure and commercial land development base, Development Option D1-B is considered to be consistent with General Plan programs related to economic development and increased utilization of developable land. The proposed project is consistent with the Burbank General Plan goals and policies of promoting new development to achieve economic objectives.

Development Option D1-B provides an in-fill development on currently undeveloped property providing 2,095 jobs in a master planned development that will provide retail sales and economic activities beneficial to the community, as reflected in the listing of General Plan goals and policies in Section 4.1.4, above. This development option will maintain Burbank's employment base, while maintaining a balance of commercial land uses. This development option will be served with the appropriate infrastructure, as conditioned, for the planned land use intensity, as demonstrated in the balance of the sections of this EIR (see Sections 4.4, 4.5, and 4.7, which deal with public services, utilities and traffic infrastructure needs for development of the site with commercial, office, and studio uses). Development Option D1-B is consistent with the development pattern established in the Golden State Freeway corridor, similar to Option A, analyzed above. Option D1-B is also consistent with the following General Plan policies (listed in Section 4.1.4): D1-B recycles underutilized land, D1-B creates a new site for commercial development, D1-B provides expansion of employment, D1-B provides adequate parking to meet demand as required by the Zoning Ordinance, D1-B provides an architectural style compatible with surrounding development, D1-B complies with City height regulations, D1-B provides underground utilities, and D1-B provides new development on a vacant property and returns the property to economic use.

General Plan Land Use Designation And Zoning Map Designation

An amendment to the General Plan is required to accommodate the commercial, entertainment, auto sales, studio, hotel and office center. General Plan Amendment (GPA) 97-2 has been filed by the project applicant, requesting redesignation of the project site to the "Commercial" use category, which allows these uses. Approval of the GPA 97-2 will allow the project to be built consistent with the City of Burbank General Plan Land Use Map and the City's Zoning Map designation for the site.

Zoning Ordinance and PD Regulations

As with Development Options A and D1-A, analyzed above, approval by the City Council of the requested change of zoning from M-2 and C-3 to PD No. 97-3, will bring the proposed project into compliance with the City's zoning ordinance. Option D1-B has been designed to comply with all of the provisions establishing the PD zoning. The PD zoning designation establishes development standards that are unique to the property and are reflective of the master planned approach of the project. The same design standards would be utilized for this development option as are attached to Development Option A, namely: unique height limits to accommodate the project for the structures over 70 feet; unique sign height limits to accommodate freeway oriented signage for the auto dealerships and retail uses; exceedance of signage square footage to accommodate a unique master sign program for the site due to the relatively large scale of the project; allowance of an electronic readerboard sign to accommodate auto dealership needs for freeway oriented advertising; and several uses unique to the site that would normally require a Conditional Use Permit (restaurant alcoholic beverage sales, retail alcoholic beverage sales, drive through restaurants, shared parking between uses on the site, and a car wash associated with auto sales uses). Should the City Council approve the PD regulations, each of the development options, including D1-B, would be consistent with the requirements of the City's Zoning Code.

Redevelopment Plan

The Golden State Redevelopment Plan allows Development Option D1-B project uses, with a finding made by the Redevelopment Agency. As with Option A and D1-B, the proposed uses will provide many of the economic development benefits central to the mission of the Redevelopment Plan. Approval of the General Plan and Zoning Designation amendments analyzed above would bring this development option into compliance with the City's Goals and policies, and the primary objective of the Redevelopment Plan, to encourage economic development and job creation, thereby increasing economic vitality. Because of the major investment into the project area's infrastructure and commercial land development base, Development Option D1-B is considered to be consistent with General Plan programs related to economic development and increased utilization of underutilized land. The project is in compliance with the overall goals and policies of the City, as reflected in the General Plan and Redevelopment Plan, to provide commercial uses within the City that: 1) provide increased employment; 2) enhance media office space and media support uses; 3) increase the tax base of the City through increased sales tax revenue and increased property tax revenue after development is complete; 4) attract customers and consumers; 5) provide underground utilities within the City's capacity; 6) provide adequate off-street

parking; 7) recycle the land, providing new development on vacant land sites; and 8) are master planned to be compatible with surrounding uses. Development Option D1-B would create a variety of commercial uses for the City of Burbank to increase the economic vitality of the area, utilizing an underdeveloped parcel in the Golden State Redevelopment Project Area and, as such, is consistent with the Redevelopment Plan.

Effects on Adjacent Properties And Residents

The following issues are addressed in this section: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of the physical arrangement of an established community. Land use compatibility and operational conflicts are considered significant if they will lead to physical impacts on nearby properties or persons living or working in the area. Such incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, and odor, or substantial incongruity and conflict (physical and visual) with the adjacent land use.

Land Use Compatibility

As with Development Option A and D1-A, the development of Option D1-B would be consistent with the development which has occurred within the Golden State Freeway commercial corridor. Development of similar scale of structures and similar uses within this corridor provide will continue to provide a mix of uses that is currently experienced on Burbank Boulevard, San Fernando Boulevard, and throughout the downtown area. Because similar development patterns already exist on both sides of the Golden State Freeway, as can be seen by reviewing Figure 4.1.4, development of Option D1-B will not introduce a new land use that is not already like other nearby uses. Because of their similarity, they are considered to be generally compatible with each other, and, because of site planning controls in the proposed PD regulations, development will occur in a master planned approach consistent with City development standards designed to be protective of, and consistent with, surrounding development. Landscape setbacks, stair-stepped building height limits, and separation of uses will ensure compatibility with adjacent uses. Commercial, office, and retail development on the B-1 portion of the property is physically separated from residences to the south by the approximately 100 foot railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. Most important, the spatial separation between the project and residences north, east, and west is considerable (300 feet minimally). This spatial separation reduces effects on these residences and their occupants. The separation of the B-1 portion of the site from residences to the south, across the railroad line, provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, the proposed project will not have a significant detrimental effect on adjacent uses and residents. In addition, compared with the alternative of developing the site for industrial purposes, i.e., the current zoning and General Plan designations of the property, potential land use conflicts are much less with the proposed project. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and there is no residential displacement or new

development that would be between residences in the same neighborhood, the project will not provide a new separation between any neighborhood or community.

Uses to the North

Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with project activities. As depicted in Figures 4.1.1, 4.1.3, and 4.1.4, there is a substantial separation between the neighborhood to the north and the project site, as discussed in Section 4.1.4, above. Generally, these residences are 2,000 feet from the auto sales and 1,000 feet from the commercial component of the D1-B development option scenario, and approximately 500 feet from the less active studios (less active in the daytime and generally closed at night and on weekends). The other uses to the north include similar commercial, office, retail or industrial uses, which are considered to be clearly compatible with other like uses, such as in Development Option D1-B (commercial, office and studio uses). As with Option A, analyzed above, Option D1-B will not have significant noise, visual or traffic intrusion (after mitigation) into the neighborhoods to the north; therefore, there will be limited impacts to residences and/or commercial uses to the north.

Residential Uses to the South of B-1 and West of B-199

The impact of the development and operation of Option D1-B on residential uses south of the B-1 site and west of the B-199 site will be essentially the same as for Option A, with the exception of a parking structure along the southern property line of the B-1 site and automobile sales and related uses along the western boundary of the B-199 site. Option D1-B will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses.

The two residences fronting on the east side of Mariposa Street and the seven residences at the northern portion of Griffith Park Street will have backyards bordering a 12 acre auto center on the B-199 site, with car sales and related service uses adjacent to their property lines in a maximum 150,000 square foot building area. The seven residences on the west side of Mariposa at the northern end of the street would also face the rear of the auto sales center across the street right-of-way. These residences on both sides of Mariposa and the northern end of Griffith Park Street would be most affected by development of the B-199 site as an auto dealership. The side yards of the residences at the north end of Griffith Park Street will also face the auto dealership and related uses on the B-1 site. The B-1 site is located across the railroad right-of-way and drainage channel approximately 100 feet from the neighborhood, and the greater distance will result in reduced off-site land use impacts.

The auto service use is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings.

As part of the PD requirements, a block wall and building setback of 20 feet is required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall (required to be eight feet in height) and building setback requirements is to provide a buffer between potentially incompatible uses. The construction of the primary structure(s) at a minimum setback of 20 feet will provide a bank of buildings parallel to the rear yards of the homes on Mariposa Street, which will also act to absorb sounds from the display lot portion of the site. The physical separation of activities provided by the setback and the noise and visual obstruction provided by the block wall and building mass will lessen the perceived intrusion of auto sales/commercial activities into the neighborhood. The maximum building envelope for the auto dealership is proposed to stair-step back from the residential neighborhood, with a 20 foot maximum height at 20 feet from the rear property line, 25 foot maximum height at a 25 foot setback, 35 foot height limit at a 50 foot setback, 50 foot height limit at a 150 foot setback, and a 70 foot height limit at 300 feet back from the property line adjoining the residential neighborhood. Dealership noise impacts will be limited by the fact that loudspeaker paging will not be utilized outside, and loading and unloading of vehicles will be performed during normal business hours. Also, the car wash and service facilities will be oriented away from the adjacent residences to minimize noise impacts. While vehicle display areas will be brightly lit, the setback area between the buildings and the residential areas will be limited to security lighting ranging from 1 to 5 foot candles, with shields directing illumination away from adjacent properties.

Development of the B-199 property, which is vacant at this time, will be affected as follows: loading activities, refuse removal activities, employee and customer activity, and commercial structures that will be apparent over the block wall. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to an auto sales and repair use as an abrupt change in the land use boundary between the neighborhood and the auto dealership. Because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

Development of the B-1 property, vacant at this time, will affect surrounding properties as follows: visual and noise impacts related to parking structures, loading activities, refuse removal activities, and employee and customer activity. The residents south of the B-1 property enjoy a greater physical separation from the project site as a result of the railroad right-of-way (approximately 100 feet); therefore, many of these impacts will be reduced over the greater distance to sensitive receptors. Visual impacts, particularly light and glare, are addressed in Section 4.10.

On-Site Uses

The proposed land uses are compatible with one another in this Master Plan approach with the plan providing for some separation of uses and parking. There will be a distinct identity created for each of the retail centers and for the "campus" of office uses. Because of the separation of uses into distinct planning units and their separation into clusters (e.g. auto sales, retail, office, hotel and office), the planning unit clusters are designed to be compatible with one another. The creation of distinct activity centers with strong identities is a positive site planning approach that contributes to internal project consistency and an overall "master planned" appearance to the project. This also leads to visual compatibility within the "centers" of activity. The master planned

approach also provides the project with an on-site circulation system that flows and provides parking in close proximity to each of the cluster of uses. This further ensures overall project traffic circulation and the operation of a project which is viewed as a planned unit and is internally compatible. Because of its integrated design, planned master circulation, “clustered development” and integrated parking system, the on-site uses are considered to be compatible with one another.

Airport Land Use Compatibility

Airport land use compatibility would remain the same for Development Option D1-B as for Development Option A.

4.1.12 MITIGATION MEASURES - DEVELOPMENT OPTION D1-B

No significant impacts to land use are anticipated; therefore, mitigation is not required.

4.1.13 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-B

Cumulative effects from project parking lot lighting, security lighting, and general/commercial activity, including trash collection, parking, and loading activity, will affect adjacent uses. Three major projects in the surrounding one-half mile (considered to be the area of influence of the proposed land use changes that may have a visual, air quality, or noise impact that could affect land use) could combine to affect land use cumulative impacts. These three projects are: 1) the Burbank Airport expansion; 2) the Burbank Entertainment Center across the I-5 freeway; and 3) the Zero Manufacturing Site/Ford Land Company proposal for an auto dealership on the southeast corner of Burbank Boulevard and Victory Boulevard. Mitigation is proposed to reduce cumulative traffic, noise, and visual impacts (see applicable sections in this EIR) to adjacent land uses to below a level of significance, and these effects do not lead to significant long-term cumulative impacts.

The combination impacts of Development Option D1-B, the expansion of the airport, and the Entertainment Village will not produce cumulative impacts, due to the physical separation of the projects from one another. The Zero Manufacturing/Ford site will be visible from the project site, but will not be directly adjacent. The Burbank-Glendale-Pasadena Airport project will not be visible from the project site, and will not contribute to the perception of any change in land use. Likewise, the Burbank Entertainment Village is separated from the site, and from other projects, by the freeway. Therefore, land use effects will not be noticeable or significant.

Development Option D1-B, is consistent with the general development pattern along the Golden State Freeway Corridor. Furthermore, Development Option D1-B does not separate or physically divide any existing neighborhood or identified community. Because Development Option D1-B is planned in a built out urban area within the Golden State Freeway Corridor, the cumulative effects of the development with other medium or large-scale projects and other probable projects in the area would be less than significant (see aerial photo in Figure 4.1.1). Therefore, a significant adverse cumulative land use impact would not result from implementation of Development Option D1-B.

4.1.14 LEVEL OF SIGNIFICANCE - DEVELOPMENT OPTION D1-B

Development Option D1-B will not result in any significant unavoidable adverse impacts to land use.

4.1.15 IMPACTS - DEVELOPMENT OPTION D1-C

Compared to Development Option A, Development Option D1-C replaces the neighborhood commercial center on development site B-199 with a 155,804 square foot retail club warehouse store, and includes a dealership at the Victoria Place frontage on the B-1 development site, while removing some of the office and retail square footage and moving the retail portion westward. In addition, Development Option D1-C includes office uses of approximately 600,000 square feet on the far western portion of the B-1 development site at the corner of Empire Avenue and Buena Vista Street. The hotel use remains in this option, as does the large regionally oriented retail uses, comprising approximately 599,578 square feet. Several important aspects of this development option remain the same as with Options A, D1-A and D1-B relating to land use, including: 1) the separation of project uses on the northern side of the railroad tracks from the residential neighborhood to the south; 2) the graduated height of structures farther from these residences; and 3) the building setback and block wall required between the B-199 development parcel and the residential properties on Mariposa Street.

Project impacts are analyzed in this section for two general areas: 1) consistency with City adopted land use regulations, and 2) effects on adjacent properties and residents.

City of Burbank Land Use Regulations

As with Development Option A, Development Option D1-C would require a General Plan Amendment. The proposed uses are more compatible with overall City development objectives than an industrial use of the property, due to the close proximity to adjacent residential uses, which are located approximately 100 feet to the south. As demonstrated below, the proposed project is consistent with the Burbank General Plan goals and policies of promoting new development to achieve economic objectives. In order to approve an amendment to the General Plan, the City Council would make certain findings regarding the project's consistency with the City's General Plan goals and policies.

Because of the major investment into the project area's infrastructure and commercial land development base, Development Option D1-C is considered to be consistent with General Plan programs related to economic development and increased utilization of developable land. The proposed project is consistent with the Burbank General Plan goals and policies of promoting new development to achieve economic objectives.

Development Option D1-C provides an in-fill development on currently undeveloped property providing approximately 3,307 jobs in a master planned development that will provide retail sales and economic activities beneficial to the community, as reflected in the listing of General Plan goals and policies in Section 4.1.4, above. This development option will maintain Burbank's employment base, while maintaining a balance of commercial land uses. This development option will be served with the appropriate

infrastructure, as conditioned, for the planned land use intensity, as demonstrated in the balance of the sections of this EIR (see Sections 4.4, 4.5, and 4.7, which deal with public services, utilities and traffic infrastructure needs for development of the site with commercial, office, and retail uses). Development Option D1-C is consistent with the development pattern established in the Golden State Freeway corridor, similar to Option A, analyzed above. Option D1-C is also consistent with General Plan policies (listed in Section 4.1.4) in that it:

- Recycles underutilized land;
- Creates a new site for commercial development;
- Provides expansion of employment;
- Provides adequate parking to meet demand as required by the Zoning Ordinance;
- Provides an architectural style compatible with surrounding development;
- Complies with City height regulations;
- Provides underground utilities; and
- Provides new development on a vacant property and returns the property to economic use.

General Plan Land Use Designation and Zoning Map Designation

An amendment to the General Plan is required to accommodate the commercial, entertainment, auto sales, studio, hotel, and office center. General Plan Amendment (GPA) 97-2 has been filed by the project applicant, requesting redesignation of the project site to the "Commercial" use category, which allows these uses. Approval of the GPA 97-2 will bring the project into compliance with the City of Burbank General Plan Land Use Map and the City's Zoning Map designation for the site.

Zoning Ordinance and PD Regulations

As with Development Options A, D1-A, and D1-B analyzed above, approval by the City Council of the requested change of zoning from M-2 and C-3 to PD No. 97-3 will bring the proposed project into compliance with the City's zoning ordinance. Option D1-C has been designed to comply with all of the provisions establishing the PD zoning. The PD zoning designation establishes development standards that are unique to the property and reflect the master planned approach of the project. The same design standards would be utilized for this development option as are attached to Development Option A, namely: unique height limits to accommodate the project for structures over 70 feet; unique sign height limits to accommodate freeway oriented signage for the auto dealerships and retail uses; exceedance of signage square footage to accommodate a unique master sign program for the site, due to the relatively large scale of the project; allowance of an electronic readerboard sign to accommodate auto dealership needs for freeway oriented advertising; and several uses unique to the site that would normally require a Conditional Use Permit (restaurant alcoholic beverage sales, retail alcoholic beverage sales, drive through restaurants, shared parking between uses on the site, gasoline storage and sales, and a car wash associated with auto sales uses). Should the City Council approve the PD regulations, each of the development options, including D1-C, would be consistent with the requirements of the City's Zoning Code.

Redevelopment Plan

The Golden State Redevelopment Plan allows Development Option D1-C project uses, with a finding made by the Redevelopment Agency. As with Options A, D1-A, and D1-B, the proposed uses will provide many of the economic development benefits central to the mission of the Redevelopment Plan. Approval of the General Plan and Zoning Designation amendments analyzed above would bring this development option into compliance with the City's Goals and policies and the primary objective of the Redevelopment Plan, to encourage economic development and job creation, thereby increasing economic vitality. Because of the major investment into the project area's infrastructure and commercial land development base, Development Option D1-B is considered to be consistent with General Plan programs related to economic development and increased utilization of underutilized land. The project is in compliance with the overall goals and policies of the City, as reflected in the General Plan and Redevelopment Plan, to provide commercial uses within the City that: 1) provide increased employment; 2) enhance media office space and media support uses; 3) increase the tax base of the City through increased sales tax revenue and increased property tax revenue after development is complete; 4) attract customers and consumers; 5) provide underground utilities within the City's capacity; 6) provide adequate off-street parking; 7) recycle the land, providing new development on vacant land sites; and 8) are master planned to be compatible with surrounding uses. Development Option D1-C would create a variety of commercial uses for the City of Burbank to increase the economic vitality of the area, utilizing an underdeveloped parcel in the Golden State Redevelopment Project Area and, as such, is consistent with the Redevelopment Plan.

Effects on Adjacent Properties And Residents

The following issues are addressed in this section: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of the physical arrangement of an established community. Land use compatibility and operational conflicts are considered significant if they will lead to physical impacts on nearby properties or persons living or working in the area. Such incompatibilities and conflicts are characterized by substantial nuisances, such as significant, unmitigated increases in traffic, noise, and odor, or substantial incongruity and conflict (physical and visual) with the adjacent land use.

Land Use Compatibility

As with Development Options A, D1-A, and D1-B, the development of Option D1-C would be consistent with the development that has occurred within the Golden State Freeway commercial corridor. Development of similar scale structures and similar uses within this corridor will continue to provide a mix of uses that is currently experienced on Burbank Boulevard, San Fernando Boulevard, and throughout the downtown area. Because similar development patterns already exist on both sides of the Golden State Freeway, as can be seen by reviewing Figure 4.1.4, development of Option D1-C will not introduce a new land use that is not already like other nearby uses. Because of their similarity, the uses are considered to be generally compatible with each other and, because of site planning controls in the proposed PD regulations, development will occur in a master planned approach consistent with City development standards designed to be

protective of, and consistent with, surrounding development. Landscape setbacks, stair stepped building height limits, and separation of uses will ensure compatibility with adjacent uses. Commercial, office, and retail development on the B-1 portion of the property is physically separated from residences to the south by the approximately 100 foot railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. Most important, the spatial separation between the project and residences north, east, and west is considerable (300 feet minimally). This spatial separation reduces effects on these residences and their occupants. The separation of the B-1 portion of the site from residences to the south, across the railroad line, provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, the proposed project will not have a significant detrimental effect on adjacent uses and residents. In addition, compared with the alternative of developing the site for industrial purposes, i.e., the current zoning and General Plan designations of the property, potential land use conflicts are much less with the proposed project. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and there is no residential displacement or new development that would be between residences in the same neighborhood, the project will not provide a new separation between any neighborhood or community.

Uses to the North

Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with project activities. As depicted in Figures 4.1.1, 4.1.3, and 4.1.4, there is a substantial separation between the neighborhood to the north and the project site, as discussed in Section 4.1.4, above. Generally, these residences are 2,000 feet from the auto sales and 1,000 feet from the commercial component of Option D1-C, and approximately 500 feet from the office uses. The other uses to the north include similar commercial, office, retail or industrial uses, which are considered to be clearly compatible with other like uses, such as in Development Option D1-C (commercial, office and retail uses). As with Option A, analyzed above, Option D1-C will not have significant noise, visual or traffic intrusion (after mitigation) into the neighborhoods to the north; therefore, there will be less than significant impacts to residences and/or commercial uses to the north.

Residential Uses to the South of B-1 and West of B-199

The impact of the development and operation of Option D1-C on residential uses south of the B-1 site and west of the B-199 site will be essentially the same as for Option A, with the exception of a parking structure along the southern property line of the B-1 site and a retail club warehouse store along the western boundary of the B-199 site. Option D1-C will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses.

The two residences fronting on the east side of Mariposa Street and the seven residences at the northern portion of Griffith Park Street will have backyards bordering a 155,804

square foot Costco warehouse store on the B-199 site. The seven residences on the west side of Mariposa at the northern end of the street would also face the side of the retail club warehouse store across the street right-of-way. These residences on both sides of Mariposa and the northern end of Griffith Park Street would be most affected by development of the B-199 site as a retail club warehouse store. The side yards of the residences at the north end of Griffith Park Street will also face the auto dealership and related uses on the B-1 site. The B-1 site is located across the railroad right-of-way and drainage channel, approximately 100 feet from the neighborhood, and the greater distance will result in reduced off-site land use impacts.

The auto service use on the B-1 development site is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings.

As part of the PD requirements, a block wall and building setback of 20 feet are required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall (required to be eight feet in height) and building setback requirements is to provide a buffer between potentially incompatible uses. The construction of the primary structure(s) at a minimum setback of 20 feet will provide a bank of buildings parallel to the rear yards of the homes on Mariposa Street, which will also act to absorb sounds from the display lot portion of the site. The physical separation of activities provided by the setback and the noise and visual obstruction provided by the block wall and building mass will lessen the perceived intrusion of auto sales/commercial activities into the neighborhood. The maximum building envelope for the auto dealership is proposed to stair step back from the residential neighborhood, with a 20 foot maximum height at 20 feet from the rear property line, 25 foot maximum height at a 25 foot setback, 35 foot height limit at a 50 foot setback, 50 foot height limit at a 150 foot setback, and a 70 foot height limit at 300 feet back from the property line adjoining the residential neighborhood. Dealership noise impacts will be limited by the fact that loudspeaker paging will not be utilized outside, and loading and unloading of vehicles will be performed during normal business hours. Also, the car wash and service facilities will be oriented away from the adjacent residences to minimize noise impacts. While vehicle display areas will be brightly lit, the setback area between the buildings and the residential areas will be limited to security lighting ranging from 1 to 5 foot candles, with shields directing illumination away from adjacent properties.

Development of the B-199 property, which is vacant at this time, will be affected as follows: loading activities, refuse removal activities, employee and customer activity, and commercial structures that will be apparent over the block wall. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to a retail club warehouse store as an abrupt change in the land use boundary between the neighborhood and the retail club warehouse store. Because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

Development of the B-1 property, vacant at this time, will affect surrounding properties as follows: visual and noise impacts related to parking structures, loading activities,

refuse removal activities, and employee and customer activity. The residents south of the B-1 property enjoy a greater physical separation from the project site as a result of the railroad right-of-way (approximately 100 feet); therefore, many of these impacts will be reduced over the greater distance to sensitive receptors. Visual impacts, particularly light and glare, are addressed in Section 4.10.

On-Site Uses

The proposed land uses are compatible with one another in this Master Plan approach, with the plan providing for some separation of uses and parking. There will be a distinct identity created for each of the retail centers and for the "campus" of office uses. Because of the separation of uses into distinct planning units and their separation into clusters (e.g., auto sales, retail, office, hotel, and office), the planning unit clusters are designed to be compatible with one another. The creation of distinct activity centers with strong identities is a positive site planning approach that contributes to internal project consistency and an overall master planned appearance to the project. This also leads to visual compatibility within the "centers" of activity. The master planned approach also provides the project with an on-site circulation system that flows and provides parking in close proximity to each of the clusters of uses. This further ensures overall project traffic circulation and the operation of a project that is viewed as a planned unit and is internally compatible. Because of its integrated design, planned master circulation, "clustered development," and integrated parking system, the on-site uses are considered to be compatible with one another.

Airport Land Use Compatibility

Airport land use compatibility would remain the same for Development Option D1-C as for Development Option A.

4.1.16 MITIGATION MEASURES - DEVELOPMENT OPTION D1-C

No significant impacts to land use are anticipated; therefore, mitigation is not required.

4.1.17 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-C

Cumulative effects from project parking lot lighting, security lighting, and general/commercial activity, including trash collection, parking, and loading activity, will affect adjacent uses. Three major projects in the surrounding one-half mile (considered to be the area of influence of the proposed land use changes that may have a visual, air quality, or noise impact that could affect land use) could combine to affect land use cumulative impacts. These three projects are: 1) the Burbank-Glendale-Pasadena Airport expansion; 2) the Burbank Entertainment Center across the I-5 freeway; and 3) the Zero Manufacturing Site/Ford Land Company proposal for an auto dealership on the southeast corner of Burbank Boulevard and Victory Boulevard. Mitigation is proposed to reduce cumulative traffic, noise, and visual impacts (see applicable sections in this EIR) to adjacent land uses to below a level of significance, and these effects do not lead to significant long-term cumulative impacts.

The combination impacts of Development Option D1-C, the expansion of the airport, and the Entertainment Village will not produce cumulative impacts, due to the physical separation of the projects from one another. The Zero Manufacturing/Ford site will be visible from the project site, but will not be directly adjacent. The Burbank Airport project will not be visible from the project site, and will not contribute to the perception of any change in land use. Likewise, the Burbank Entertainment Village is separated from the site, and from other projects, by the freeway. Therefore, land use effects will not be noticeable or significant.

Development Option D1-C is consistent with the general development pattern along the Golden State Freeway Corridor. Furthermore, Development Option D1-B does not separate or physically divide any existing neighborhood or identified community. Because Development Option D1-C is planned in a built out urban area within the Golden State Freeway Corridor, the cumulative effects of the development with other medium or large-scale projects and other probable projects in the area would be less than significant (see aerial photo in Figure 4.1.1). Therefore, a significant adverse cumulative land use impact would not result from implementation of Development Option D1-C.

4.1.18 LEVEL OF SIGNIFICANCE - DEVELOPMENT OPTION D1-C

Development Option D1-C will not result in any significant unavoidable adverse impacts to land use.